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NEWPORT NEWS OLD POINT COMFORT AND VICINITY.

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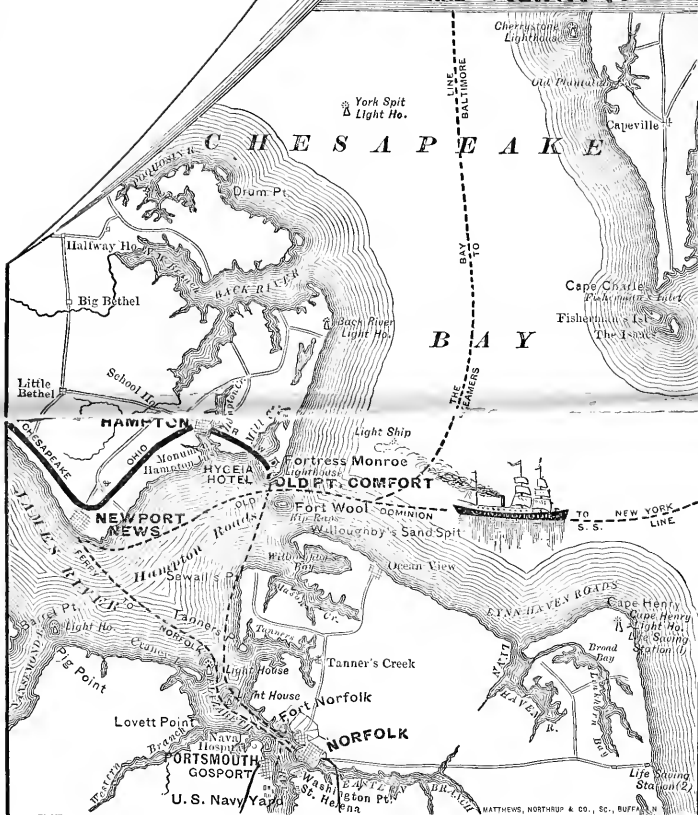
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NEWPORT NEWS OLD POINT COMFORT

AND VICINITY.





VISITORS'
HAND BOOK

OF

OLD POINT COMFORT, VA.,
AND VICINITY,

INCLUDING

FORTRESS MONROE,
TOWN OF HAMPTON,
National Home for D. V. Soldiers,
NATIONAL CEMETERY

AND THE

Hampton Normal & Agricultural Institute.

EDITION OF 1883.

HAMPTON, VA.:
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PREFACE.

Persons seeking rest and recreation at a place unfamiliar to them, are always anxious to see and enjoy the scenes and points of interest peculiar to that place. As a means to this end, this little book is designed by the compiler.

In the vicinity of Old Point Comfort are many places, equally as interesting for the part being played here at the present day, as for its historic past. Its past associations and experiences were warlike and full of excitement and anxiety to the Nation; its present associations are peaceful and full of interest to the Nation. As in the past it was a pivotal point for the temporal salvation of the country; so to-day it is a pivotal point for the mental and moral salvation of the country. In the past it was a port from which many brave men sailed to meet death calmly on the battle-field; to-day it is a haven of rest to those who have survived the conflict, where they may spend their last days peacefully and quietly, in the midst of pleasant surroundings.

A work of this kind must necessarily be brief, as it is simply intended as a guide, not a history; yet it will aim to give all the points, in as condensed man-

ner as possible, that would prove interesting to the general reader.

Commencing with a brief introduction on "Old Point Comfort"—we propose taking the visitor through Fortress Monroe; thence to the National Home for Disabled Volunteer Soldiers, National Cemetery, Hampton Normal and Agricultural Institute, for Colored and Indian Youth, and the quaint old town of Hampton. After visiting these places, if time permits, we will pay a brief visit to the new city of Newport News, which is destined, at no great future day, to become one of, if not the great shipping port of the United States. Reliable information regarding how to reach the cities of Norfolk, Portsmouth, Richmond, etc., as well as information upon coming to Old Point Comfort from all parts of the country, will be given. In a word, we will endeavor to give the reader all the information he may desire, saving him the trouble and annoyance of questioning strangers, and consulting papers.

Taking for granted that you have arrived at the "Point," and are cozily domiciled in the famous "Hygeia," we will first give a brief history of "Old Point Comfort," and then proceed on our tour of inspection.

C. W. B.

OLD POINT COMFORT.

Historical.— If the reader will refer to the map, in the front of this book, he will notice a narrow strip of land, almost surrounded by water, extending out from the eastern shore of Virginia into the broad expanse of water formed by the confluence of the Chesapeake Bay and the James River. This is “Old Point Comfort.”

In 1606, a company was formed, in London, for the purpose of colonizing Virginia. “The persons named in the charter of Virginia, as founders of the ‘London Company,’ were Sir Thomas Gates, Sir George Somers, Richard Hakluyt, and Edward Maria Wingfield.” The Company guaranteed, for every £12, 10s, (about \$60,) paid into the treasury, to give the contributor one hundred acres of land in the new colony, with the promise of one hundred acres more when the first lot had been cultivated.

“The Company organized, fitted out three vessels, under the command of Christopher Newport, who had acquired a maritime reputation by former expeditions against the Spaniards. On December 19th, 1606, one hundred and five men embarked in these vessels, destined to form the first colony of Virginia, but not very well selected for such a purpose. Of this small number forty-eight were ‘gentlemen,’ persons brought up to

esteem manual labor degrading. There were but twelve laborers, four carpenters, and a few other mechanics." The leaders were Wingfield, a merchant, Gosnold, who had made a previous voyage to the New World, the chaplain; and last, but not least, that seventeenth century hero—John Smith—soldier, sailor, discoverer, diplomat, and historian of the enterprise.

"The names of the future counsellors to whom the government of the colony was to be intrusted, were carried to Virginia a profound secret, carefully sealed up in a tin box, along with King James' instructions. Newport proceeded by way of the Canaries and the West Indies; and, during the long passage, cabals arose. Wingfield, jealous of Smith's reputation, accused him of a desire to murder the Council, usurp the government, and make himself King of Virginia; and on this extraordinary charge Smith was arrested, and kept in confinement during the remainder of the passage. Several weeks were spent among the Carribee Islands. Sailing thence in search of the coast of Virginia, a fortunate storm drove the vessels past Roanoke, and after a four-months passage from England they entered Chesapeake Bay. The two head lands at the entrance were named *Cape Henry* and *Cape Charles*, after the Kings' two sons. A party of thirty landing on Cape Henry, were attacked by five of the natives, and had two of their number wounded. Presently the ship came to anchor at old *Point Comfort*, at the mouth of a broad river or estuary." Here the sealed box was opened and the names of the Council made known. They then continued their journey of exploration up

the great river Powhatan, trafficking with the natives, who received them kindly and regarded them with curious eyes; as many of them had never before seen a white man. A spot was finally chosen for settlement, on the north bank of the river, about fifty miles from the bay. This spot was called *Jamestown*, and the river soon came to be known as the James River.

In July, 1608, Captain Smith, with a select party, started, in an open boat, to explore the shores of the Chesapeake. They proceeded safely on their way as far as the entrance to the Piankatank river, when a mighty storm arose, with thunder, wind, and furious rain. In their open boat they were exposed to the full force of the blast, and sought in vain to stem its fury and find their way into some convenient harbor. Unable to ride at anchor, they put their frail bark before the wind and scudded toward the southward. York river was passed; then Back river, neither of which they could make; till finally they came to the sandy strip of land jutting out into the entrance of the James river, rounding which they found shelter from the storm, and named the place, in gratitude of heart, *Point Comfort*. The adjective, "old," has since been given it to distinguish it from its sister shelter, New Point Comfort, higher up the bay.

The name, though quaint, could not have been more appropriate, for a point of comfort it has been to many a goodly vessel since that day. "Hither, when the fierce east wind lashes the Atlantic into fury, the white-winged coasting schooners flee by scores for shelter, and bide the time when gentle westerly breezes shall

woo them forth, and encourage them on their way. Here rendezvoused the ships which brought from England the welcome succor to the starving colony at Jamestown. Here, during the struggle for American Independence, the fleet of France rode proudly at their anchor, and made final preparation for their share in that campaign which terminated so gloriously in the surrender of Cornwallis at Yorktown, and whither, at the signal repulse of their attack on Norfolk, the British fleet repaired in 1813, and rested tranquilly at anchor while their armed boats carried fire, sword, and rapine, into the peaceful and defenceless village of Hampton."

Here later on, in our own time, occurred the first encounter between iron-clad vessels of war, which was witnessed from the beach of Old Point. "In the early afternoon of March 7th, 1862, the Union fleet, lying at anchor at Newport News, about six miles from the Point, beheld with astonishment a nondescript vessel, propelled by steam, running from the mouth of the Elizabeth river, and heading directly toward them with evident hostile intention. Contemptuously disregarding a broadside delivered at point-blank range by the frigate Congress, the monster headed directly for the frigate Cumberland, and, amidst a shower of missiles which rebounded harmlessly from her iron covering, she hurled herself fair upon the Union ship, crushing in her side, like paper, with the shock. There were heavy hearts at Old Point Comfort that night, and all looked anxiously for the morrow, dreading the appearance of the apparently invulnerable Confederate mon-

ster. But when, at dawn of day the Merrimac—or according to her new baptism, the Virginia—reappeared, there lay in Hampton Roads awaiting her, what seemed to be a floating raft, with a turret rising from its centre. It was the world-famous Monitor, just completed by her inventor, and arrived from New York the night previous.”

The result of the battle between the two iron monsters is familiar to every reader, and need not be repeated here.

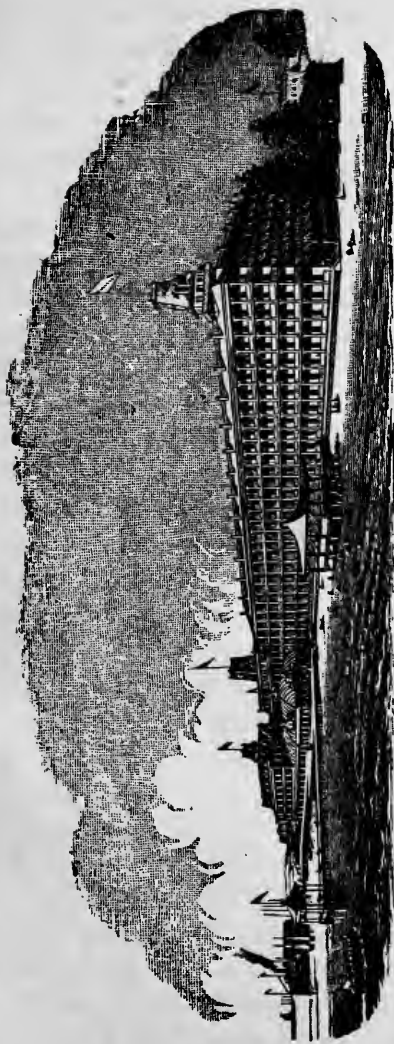
“For years before the war Old Point Comfort had been celebrated as a watering place. The singular salubrity of its location, malarial fevers being absolutely unknown, assured it a wide celebrity as a place of residence during the heated summer months. The mildness of the climate, also, aided to produce the same result. From the broad Atlantic the winds, tempered with the soft exhalations of the sea, sweep towards it, bearing coolness and tonic invigoration upon their wings. The temperature in summer ranges between 60 and 80 degrees, and the nights are few when a bed-covering is not found an agreeable necessity of repose. The gentry of the upper country flocked hither during the summer months to enjoy the unaccustomed luxury of sea bathing and fishing. But the outbreak of the war, which wrought so many changes, interposed an abrupt interruption to the career of Old Point Comfort as a resort of pleasure. Military necessity demanded the demolition of the hotel building, which interfered materially with the range of the guns of the fortress. And even had this not been the case, the hosts of

quondam pleasure-seekers had other and sterner duties to perform. * * * Grim visaged war dropped down its sable curtain upon the theatre of pleasure; and for long, weary years Old Point Comfort was known and regarded only as an important military post in possession of the United States."

It was not until several years after the return of peace that the Hygeia Hotel arose from its ashes, and Old Point Comfort again took its position as one of the leading watering places on the Atlantic coast. It has gradually grown into popular favor, year by year. The modest building, which at first contained ample provisions, has been added to from year to year by the present proprietor, Mr. H. Phœbus, until at the present time its capacity is over one thousand guests.

The climate of Old Point Comfort is unequalled for salubrity and general healthfulness. The record of the Meteorological Observatory for the past ten years shows the following average temperature: Summer, 74°; Autumn, 59°; Winter, 44°; Spring, 52°. It is a well-known fact that every Post Physician that has been stationed here speaks in the highest terms of its healthfulness, and freedom from diseases of a malignant type; as well for its beneficial effect upon those troubled or threatened with certain diseases. The climate seems specially adapted to children; the dreaded diphtheria, scarlet and other fevers, being seldom if ever contracted here.

Before leaving the subject of Old Point Comfort, it might be well to state that it is owned entirely by the Government. Not a foot of this land could be bought at any price; nor could a dwelling of any kind be



HYGEIA HOTEL, OLD POINT.



erected thereon without submitting a special bill to Congress, which would have to be referred to appropriate committees, reported on, read various times, passed, and approved by the Chief Executive.

With this much by way of explanation, we will proceed at once to the various points of interest. A walk of about three minutes brings us to FORTRESS MONROE, a discription of which is given in the following chapter.



FORTRESS MONROE.

The natural fitness of this locality for a fortified station was early seen and taken advantage of. We read that as early as 1630, one "Harvey built a fort at Old Point Comfort, at the entrance of James River, and to supply it with ammunition, a fee or payment in powder and ball was demanded from every ship that passed. The commander was authorized to tender the oaths of allegiance and supremacy to all persons arriving at the colony, and to send all vessels to Jamestown before unloading any of their cargoes."

The ground upon which Fortress Monroe stands was ceded by the Legislature of Virginia, to the Government of the United States, to be used as the site of a military post. General Simon Bernard, a foreign engineer, was employed to design the fortifications, and, in the year 1817, the ground plan was traced, and the work of erection commenced.

The Fortress covers about eighty acres of ground. Its form is that of an irregular hexagon, two sides of which command the water front, while four look out upon the land. The walls, which are of granite, rise to the height of 35 feet; and about the entire work, a moat extends—from seventy-five to one hundred and fifty feet wide, and faced with granite—the water in which rises to the height of 8 feet at high water. On the

land side the ramparts are solid, with the exception of some of the flanks which are casemated, but on the side toward the water the armament consists of two tiers of guns, one casemated and one *in barbette*. Up to the commencement of the Rebellion it had cost the Government two and half million dollars.

We cross the bridge, which spans the moat, and enter the open gates, pass the sentinel on his monotonous beat, and find ourselves behind its frowning walls. We find that the interior is well laid out with broad and partially shaded walks. Numerous live oaks are planted about the parade ground, "and the superstition prevails among the inhabitants of Old Point Comfort that the northern rampart of Fortress Monroe marks the limit north of which the live oak has never grown, and never may, shall, or can, grow in the future." These trees afford luxuriant shade under which the visitor may pass his time reading, or listening to the sweet and enlivening strains of the full military brass band stationed here. We first mount the ramparts, from which we have a fine view of the Hampton Roads on the water side, and of the surrounding level but picturesque country, with its farms and villages dotting here and there, on the land side. Leaving the ramparts, which afford a delightful promenade, we will next visit the museum, which is situated in a frame structure on the right near the main entrance. This building is open daily from 10 a. m. till 12 m., and from 1 p. m. to 5 p. m. After examining the many curious and interesting relics of warfare we will, before proceeding further, give the reader some idea of the routine work of the fort.

To the casual visitor there appears to be nothing of importance going on. We meet but few officers or soldiers beside the sentinels, and occasionally a detail squad here and there. But we must remember that this is not only a fortified garrison, but also a school. Here officers from West Point, upon application, take a post-graduate course in artillery study and practice. At the former place they simply get a superficial or theoretical idea of the subject; here the theories they have studied are put into practical shape. The textbooks and documents used in the school are all printed in the garrison.

There is *Guard Mounting*, every morning at 8.30 o'clock, excepting Sundays, when it occurs about an hour later.

Dress Parade every day, Saturdays excepted, at a half hour before sunset.

From June to October the fine military band, stationed here, give open air concerts from 5 to 6 p. m. daily, Sundays excepted.

The above are very interesting to the visitor, especially if he has never before witnessed them.

In addition to the above there is target practice nearly every afternoon, outside of the fort, back of the government machine shop.

In July there is sea-coast firing every afternoon, between 3 and 4 o'clock, excepting Saturday and Sunday.

Church service is held in the chapel, on the grounds, every Sunday morning at 11 o'clock. Preaching by the Rev. O. E. Herrick, chaplain, U. S. Army. This chapel is aptly called, "Church of the Centurian."

If visitors desire souvenirs of their visit, they can obtain views of all the principal points of interest, at the Post Trader's, Mr. Wm. Baulch's, facing the parade-ground. These views include not only the Fortress, but places of interest in Hampton and vicinity ; among others, the building in which Jefferson Davis was confined while a prisoner here.

Besides places already mentioned, there is also an electrical and engineering department, and a laboratory. These are not open to the general public.

General *G. W. Getty* is the officer in command.

Leaving the Fortress, we next drive to the National Soldiers' Home. As we enter the main road we notice on our left an enclosure containing stacks of old cannon balls, condemned ordnance, or parts of same. On our right is the Government machine shop. We soon come to the bridge spanning Mill creek, in the centre of which paces a sentry night and day. On the opposite side of the bridge is Chesapeake City, the present terminus of the Chesapeake and Ohio R. R. Past this, nothing of interest is to be seen, except a house here and there, till we come to the "Home;" a brief history of which we will give in the next chapter.



National Home for Disabled Volunteer Soldiers.

SOUTHERN BRANCH.

We will take the reader back to *ante bellum* days. From the boat, on our way from Norfolk, we notice on our left a large, imposing structure, delightfully situated in the midst of trees and shrubbery, facing the broad waters of Hampton Roads, and directly at the entrance of Hampton Creek. This, at the time we refer to, was the Chesapeake Female College, under the control of the Baptist denomination. It was built in 1857, at a cost of \$64,000, and was occupied about November of that same year, but was not entirely finished till the winter of 1859-'60. The property originally comprised 40 acres. In this institution many of the daughters of the F. F. V's. prosecuted their studies uninterruptedly till the breaking out of the war, when they were called to their homes, and the building—which had often re-echoed with their merry laughter—was soon put to a far different use. It was taken possession of by the Government, and about October, 1861, was used as a hospital; and later, by General Schofield, as head-quarters. In 1864 the property was purchased by General Butler who, in 1870, sold it to the Government to be used as an asylum for disabled soldiers, they paying \$50,000 for the same.

The first Deputy Governor of this Branch was Rev, Charles A. Raymond, the former President of the College, who was appointed January 1, 1871. February 1st, of the same year, there were but 50 inmates; but, as the place became better known, the number gradually increased. The number that could be originally accommodated was about 350.

On the 17th of January, 1873, the present Governor, Captain P. T. Woodfin, assumed charge, and under his judicious management the Institution soon became taxed for room. New barracks were erected, the Library enlarged, Hall built for amusement purposes; and, as far as possible, everything necessary to make the place comfortable and attractive to the inmates, has been done. Since its organization, three thousand six hundred and fifty (3650) have been admitted and cared for. The average number present for the quarter ending March 31st, 1883, was 1057; present and absent, over 1200; whole number cared for 1349. To meet the demand for the constantly increasing number of applications, the main building has been remodelled and enlarged; broad piazzas, on each of the four floors, run the whole length of the front of the building; and every convenience and accommodation necessary for the inmates have been added. But with all the improvements made the accommodations are still insufficient. Some of the unsightly frame buildings are being torn down, which will be replaced by new ones; and there is little doubt that this Branch will, in the course of time, equal in importance and attractions either of the other Branches.

The officers of the Institution are: Capt. P. T. Woodfin, Governor; Capt. Wm. Thompson, Treasurer, Sec'y, and C. S.; Dr. S. K. Towle, Surgeon. Gen. M'Clellan is the Local Manager.

The entrance to the Home grounds is by a road branching to the left from the main road to Hampton, about half way between the latter place and Mill Creek. Entering the grounds through an archway, we drive direct to the entrance of the main building, where we will find a guide in waiting, who is ready at once to take us to every place of interest. We first enter the main building and take a peep into company quarters. Everything is as neat and clean as though "house-cleaning day" was only yesterday. The men are sitting down or lying on their cots reading. All seem contented and happy. We pass on up to the next floor; it is but a duplicate of the first; and so on, all the way up. We find wash-rooms, bath-rooms, and other conveniences, on every floor. When we reach the fifth floor we will walk out on the front piazza and take a view of the harbor. It is well worth the exertion of climbing. Here we can see for miles; and the ever-changing panorama of passing boats makes it a scene that must be seen to be appreciated. But, if we are not satisfied with this view and aspire to something higher, we may—if we are good climbers—mount to the top of the dome, where we can view the country for miles on either side, as far as the horizon. We now descend, (perhaps the next time you come you may ride down in the elevator,) and our guide will take special pride in conducting you to the

WARD MEMORIAL HALL.

This is a beautiful pressed brick structure, and reflects great credit alike on the architect and builder. It was built by funds bequeathed for that purpose by Mr. Horatio Ward of London, England. The original amount left was \$100,000, which with interest, &c., up to the time it was applied, amounted to about \$111,000. This amount was divided among the different Branches.

The following Extract form the Minutes of the Board of Managers may prove interesting :—

“The President laid before the Board a communication from Messrs. Farmer and Robbins, of London, solicitors of the late Horatio Ward, announcing that the high Court of Chancery of England had made a decree ordering the delivery of the Bonds named in the Will of said Horatio Ward, being 15 Bonds State of Missouri, \$15,000; 25 North Carolina, \$25,000; 20 Virginia, \$20,000; 40 Tennessee, \$40,000. Total, \$100,000; with accumulated interest, amounting to \$9,700, in United States Bonds, and £250, 9s. 6d. cash, to the National Asylum.

“Whereupon, the following resolution was adopted :

“*Resolved*, That the Board of Managers of the National Asylum for Disabled Volunteer Soldiers being found entitled, under a decree of the high Court of Chancery of England, dated June 4th, 1870, in the suit of Ward vs. McKewan, to the legacy given by the will of the late Horatio Ward to the National Soldiers' and Sailors' Home at Washington, hereby accept the same in full discharge of the executors of said will, to wit :

Benjamin Moran, Esq. and Henry Powell Esq.; and that ——— be duly authorized and empowered, as the certain attorney of the Board of Managers, to receive the Bonds with the accrued interest, as invested, and also any cash balance there may be; and due acquittance and discharge for the same to make to the said executors; and that the power of attorney accompanied with this resolution, under the seal of the Asylum, and certified by the President and Secretary, be also signed by the President of the United States and Secretary of War, as ex-officio members of the Board.

“Resolved,—In grateful acknowledgement of the munificent donation to the National Asylum for disabled Volunteer Soldiers, by the late Horatio Ward of London, England,—that a suitable Tablet be inscribed as follows: “The Ward Home for Disabled Soldiers,” and placed upon the principal building of the Southern Branch.”

We first enter the spacious dining-room; everything is in perfect order; sixteen tables the entire length of the room are set, ready for the next meal. 1,000 men can be accommodated at one sitting; hence it is necessary to have two tables. It might be proper to state here that visitors are not allowed to remain in the dining-room during meal hours; so, do not think your guide impolite if, at the tapping of the bell, he requests you to retire. In an adjoining room is the kitchen, with its mammoth boilers, coffee-pots, etc. As elsewhere, everything is clean and in good order. It may be of interest to some to know that it takes about 1000 lbs of beef at one meal; and from 800 to 900

loaves of bread daily. The latter is all baked on the place. The bill of fare changes daily, and varies with the seasons. We give below the bill of fare for one day:—

<i>Breakfast.</i>	<i>Dinner.</i>	<i>Supper.</i>
Ham,	Roast Beef,	Stewed Prunes,
Bread,	Bread,	Bread.
Potatoes,	Butter,	Butter,
Eggs,	Potatoes	Cheese,
Butter,	Rice Pudding,	Tea.
Coffee.	Coffee.	

In the same building is also a billiard room, where those of the inmates who delight in that interesting amusement, can while away many an hour.

We now visit the theatre on the floor above. This is a beautiful room, and perfect in all its appointments. It is stocked with a well-selected variety of scenery. Its seating capacity is 915. Entertainments of various kinds are given here for the amusement of the inmates, who are admitted free. There is a theatrical and minstrel troupe, connected with the institution, that gives very creditable performances.

The offices of the Governor and Treasurer are in the neat brick building near the "Ward" Memorial Hall.

The guide politely asks us if we like flowers. Of course we do; who does not? So, we follow him out of the building, and around the neatly kept walk, observing in our passage the tastily arranged flower-beds, the statuary, and shining brass ordnance. We come to the Governor's residence (which, of course, is not open to visitors), in the rear of which is the

CONSERVATORY.

If we are a lover of the beautiful in nature, we can enjoy the beauty and fragrance of the many choice and rare plants that are here found. Upon inquiry, we find that we can purchase flowers here, either loose or made up into any desired shape. Leaving the Conservatory, we enter the

HOSPITAL,

which is near the main building. How striking the contrast, from life and beauty to sickness and suffering! Here are many poor fellows whose unwritten lives are full of romance. Many of them have been confined for months, yet with it all they bear up bravely, even cheerfully. The patients treated here average about eighty-five daily. They have the best of care and the most skillful treatment. A new and better appointed Hospital will soon be in course of erection.

THE LIBRARY AND READING ROOM,

which we next visit, is on the second floor of the first building on the left as we enter the grounds, the Smoking room being on the first floor of the same building. The first contribution to the Library was made by the "Ladies' Union" of New York City, in 1871. Many kindly disposed persons have contributed, from time to time, many valuable and interesting volumes. Among the donors might be mentioned, Mrs. General McClellan, Mrs. Zollikoffer and Mr. Albert Crane of New York City, Mrs. Oswin Wells, Mrs. J. Watson Black, Mrs. H. Whitmore, Mrs. J. N. Goodwin, Miss Batterson, and Mr. Black, of Hartford, Conn.; and

many others.

Governor Woodfin has always taken a warm interest in the Library and, from special funds, has added at different times many choice and interesting works, till it now numbers over four thousand volumes—American, German and French. There are one hundred and forty-six papers taken, twenty-six of them being daily, five tri-weekly, and one hundred and fifteen weekly; besides fifteen magazines and other periodicals. The Library is open daily from 8 a. m. to 12 m., from 1 to 5 p. m., and from 6 to 8 p. m. Closed on Saturday afternoon from 1 to 6 o'clock.

The buildings are not the only points of attraction at the Home. The drive along the water front is delightful, and the view beautiful. A broad, boarded terrace runs the entire length of the breakwater, which is taken advantage of by the inmates as a promenade.

The grounds are well shaded and tastefully laid out, and it would be difficult to find a place more suited to the object for which it is intended.

There is a well organized steam fire department connected with the institution.

There is a store on the grounds, where the inmates can obtain everything needful.

Besides the entertainments in "Ward" Memorial Hall, the inmates have many other amusements, such as boating, yachting, fishing, and salt-water bathing—the houses being erected for the latter purpose on the dock at the mouth of the creek.

The fine military band connected with the Institution gives *Open Air Concerts* every afternoon, except

Sundays, from 3 to 4 o'clock.

On Sunday morning there is *Outside Inspection* at 9.45 o'clock. Viewed from the piazza, the sight of 800 or 1000 veterans, arranged in companies around the spacious walks of the grounds, is very picturesque, and is enjoyed by thousands of visitors yearly.

Many of the inmates pass their time in making fancy and curious articles to sell to visitors as *souvenirs* of their visit.

The Institution also has a farm of 150 acres, about three miles distant, on which they raise produce for the Home use. This is called "Buck Row" farm. On it can still be seen an old earth-work, said to have been erected in colonial times.

Leaving the Home grounds, we next visit the National Cemetery, a description of which will be given in the next chapter.



NATIONAL CEMETERY.

Description.—This Cemetery is situated on the south-eastern side of the Normal School grounds, and is separated from the Soldiers' Home by a narrow inlet of the Hampton Creek.

The lot is an irregular figure, of many sides, six of them being right lines, the balance following the windings of the inlet above mentioned. To the casual observer the lot appears to be a parallelogram, about twice as long as wide. It contains 11.61 acres of level land, and was purchased by the United States, in 1867, for the sum of \$6,306. It is enclosed by a rubble stone-wall, laid in mortar, and covered by a rough coping.

We enter the enclosure by a gate, on the north side, and proceed to the office of the Superintendent, Mr. August Miller, which is on the left-hand side, near the entrance, where we register our names, and then proceed up the main avenue, 20 feet wide, on either side of which are well kept flower beds. About 350 feet from the entrance is a mound upon which the flagstaff stands. Facing this mound, on either side, is a large cannon planted vertically as a monument. Here the road branches off to the right and left. Near the centre of the ground is an imposing solid granite

MONUMENT,

65 feet high, erected through the efforts of Miss D. L.

Dix, of New York. This monument stands in the centre of a circular grass plat, 74 feet in diameter, which is enclosed by an iron fence, the posts being 3 inch rifled cannon (Rodman) and the pickets musket-barrels with bayonets fixed.

We naturally look for the mounds over the graves, as in other cemeteries, but if it were not for the long straight rows of low head-stones, we would not know they were graves. The ground is perfectly level, sodded and kept closely cropped, giving the whole cemetery the appearance of being carpeted with a beautiful green.

The graves are arranged in double parallel rows, feet to feet, with paths five feet wide between the rows of head-stones. These stones contain the name, rank, and State of the deceased, if known.

As we proceed to the extreme south end of the grounds, the visitor is apt to exclaim, "Why, how is it that all the head-boards in this part of the cemetery are wooden, and the inscriptions on some of them obliterated, while all the others are stone?" My friend, if you will read the inscriptions you will see that those poor fellows—though as brave soldiers probably as ever drew sword—had the misfortune to belong to a lost cause. They perished while prisoners of war, either in the hospital at Camp Hamilton, or in Fortress Monroe. It is a standing shame to the nation that there should be a distinction shown in this respect. While it may not be intentional, yet it bears upon the face of it the appearance of a revengefulness and littleness of purpose unbecoming so great a nation. If for

no other reason than for the looks of the cemetery these head-boards should be replaced with stones similar to those in other parts of the grounds.

The interments to date (May 1, 1883) are as follows :

	<i>Known.</i>	<i>Unknown.</i>	<i>Total.</i>
White Union Soldiers.....	3640	412	4052
White Union Sailors.....	66	6	72
Colored Union Soldiers.....	990	57	1047
Total	4696	475	5171
Confederate Soldiers and Sailors....	280		280
Citizens, women and children.....	83		83
Total interments.....	5059	475	5534

All the bodies interred here previous to May 14, 1871, were removed from their places of original interment, being mostly from the grounds of the general hospitals in this vicinity, but some were removed from Big Bethel, Newport News, Norfolk, Portsmouth, Craney Island, and other places. The interments from the Soldiers' Home average about five a month.

As we are coming out we notice on one side of the cemetery, near the front a long, frame building, with a small steeple in front. This is

BETHESDA CHAPEL,

built during the war by the American Home Missionary Society of New York, in which religious services are still held every Sabbath morning, at 10.45 o'clock, by the Normal School. Twice has it been ordered to be removed, but, through the interposition of the officers and friends of the school, the order has been countermanded each time. There are many associa-

tions connected with it that render the old building of more than passing interest. Beneath its roof have gathered most of the prominent men of our day. In it our beloved Garfield delivered his last public address, to the students of the Normal School, on the morning of June 5th, 1881, but one month previous to his assassination. We will enter the building, and while resting, will read over his impromptu but pointed and memorable address on that occasion, which we give entire below :

" As I drove through these grounds to-day, I was impressed with the thought that I was between the representatives of the past and the future.

Crippled and bent with service and years, those veterans in the Soldiers' Home, represent the past. You represent the future—the future of your race—a future made possible by the past, by these graves around us.

Two phases of the future strike me as I look over this assemblage. For I see another race here ; a race from the far west. These two classes of people are approaching the great problem of humanity, which is *Labor*, from different sides.

I would put that problem into four words: *Labor must be free*. And for those of you from the far West, I would omit the last word in order to enforce the first lesson. To you I would say: *Labor must be!*—for you, for all. Without it there can be no civilization. The white race has learned that truth. They came here as pioneers, felled the forests and swept away all obstacles before them by labor. Therefore to you I would say that without labor you can be nothing. The first text in your civilization is: *Labor must be!*

You of the African race have learned this text, but you learned it under the lash. Slavery taught you that labor must be. The mighty voice of war spoke out to you, and to us all, that Labor must be forever *free*.

The basis of all civilization is that Labor must be. The basis of everything great in civilization, the glory of our civilization, is that Labor must be free !

I am glad to see that General Armstrong is working out this problem

on both sides—reaching one hand to the South, and one hand to the West—with all this continent of Anglo-Saxon civilization behind him ; working it out in the only way it can be worked out—the way that will give us a country without sections, a people without a stain.”

Having rested, we take our leave of these “representatives of the past,” and visit the “representatives of the future,” whose present condition and privileges “have been made possible by the past—by the graves” which we have just left,

While on our way to the office building of the Normal School, we will give our visitor a brief history of this Institution.



Hampton Normal and Agricul'l Institute.

Historical.—This Institution is situated about two and a half miles from Old Point Comfort, on an estate of one hundred and twenty acres, once known as "Little Scotland," and during the civil war known as "Camp Hamilton," the base hospital of the Army of the James, where as many as 15,000 sick and wounded Union soldiers were cared for at one time. The estate was purchased in the summer of 1867 for the sum of nineteen thousand (\$19,000) dollars; ten thousand (\$10,000) dollars of which were from the "Avery" fund, through its trustee, Hon. Josiah King, the balance was paid by the American Missionary Association of New York, they assuming the general responsibility. After erecting the necessary buildings the school was opened in April, 1868, with fifteen scholars and two teachers.

In June, 1870, the Institute received a charter from the General Assembly of Virginia, creating a corporation, with power to choose their own successors, and to hold property exempt from taxation. This Board numbers seventeen members, who hold and control the entire property of the School, by deed, from the American Missionary Association. The School is undenominational, but decidedly religious in its training.

In March, 1872, the General Assembly of Virginia

passed an Act, giving the Institution one-third of the Agricultural College land grant of Virginia. Its share was one hundred thousand acres, which were sold in May, 1872, for \$95,000. Nine-tenths of this money was invested in State bonds, bearing six per cent. interest; the other tenth has been expended in the purchase of additional land, increasing the size of the home farm to one hundred and ninety acres. The land thus received was a portion of the "Segar" estate, adjacent to the Institute grounds, and well adapted to the needs of the School. The State has, thus far, promptly paid the interest on the fund, amounting to ten thousand (\$10,000) dollars annually. None of this money can be used for building purposes. It supplies about one-fifth of the running expenses of the School. The disbursement of this income must be ratified by a Board of six Curators (three of whom may be colored), appointed by the Governor every four years. They meet with the Trustees, annually, in May, and attend their deliberations.

In addition to the Home farm of one hundred and ninety acres, the Institution now has a grass and grain farm of six hundred acres, about four miles outside of Hampton, which is worked by students. This is called "Hemenway" farm.

The School has no permanent debt. A Report containing a detailed account of securities, receipts, expenditures, salaries, and the loss or gain on each branch of industry, is printed annually and sent to each contributor.

The entire property of the School is now valued at

about \$350,000, all of which, with the exception of about \$45,000, has been paid for by private contributions.

The leading aim of the School is to give to the Negro race a class of intelligent, earnest, practical teachers; the demand for which is increasing yearly, and is far beyond their ability to supply.

In April, 1878, Indian students were admitted, the first being seventeen Sioux ex-warriors, taken from a band of about fifty, who had been held as prisoners of war at St. Augustine, Florida, for three years, under Capt. R. H. Pratt, of the United States Army. Success with these, the most savage of the Indian race, led to further efforts in their behalf; and the number has increased yearly, until, at the present time, there are 108; both sexes being represented; these are from fifteen agencies, and represent as many tribes.

The United States pays \$167 a piece per annum toward the board and clothes of 100 Indians; allowing nothing for tuition, which costs about \$70 each per annum. For this sum, amounting to about \$35,000 annually, the School looks to the friends of both races. The erroneous idea that this is a Government institution seems to have become very general, which has undoubtedly been caused by the relation existing between the School and Government since the admission of Indians.

The number of students in the Institution at present is as follows :

Negro Students.	Male.....	223
“ “	Female.....	169--392
Indian.	Male.....	67
“ “	Female.....	41—108
Total		500

No. of officers and teachers in class-rooms, agriculture, work shops, and housekeeping departments, 50; 13 are graduates of the School. Ninety per cent. of the four hundred and fifty-two graduates are teaching, or have taught in this and neighboring States.

Classes may be visited each week-day except Saturday, between 10.30 and 12 o'clock, A. M.

The work shops may be visited any week-day, morning or afternoon.

The dinner hour is 12.20 P. M., at which time all the students are assembled in the large dining room in Virginia Hall. On *Fridays only* the School Band plays at this hour.

Battalion Drill on Fridays, from 4 to 5 P. M.

Inspection every morning, except Saturday and Sunday, at 8.15.

Church Services in the chapel in the National Cemetery on Sunday mornings, at 10.45 o'clock. Seats free.

With this much by way of introduction and explanation, we will wend our way first to the OFFICES of the Principal and Treasurer, which are situated in a plain, substantial brick building, facing the Hampton Creek, and built in 1882. Here we register our names, if we so choose, and securing a guide, start on our tour of inspection. We first visit the

LIBRARY AND READING ROOM,

which is on the upper floor of this building. Here are many curiosities of African and Indian origin, neatly arranged in show cases; together with over 2,600 volumes, and many of the leading newspapers and periodicals of the day. The POST-OFFICE is also in this building. From the Library we will go to

ACADEMIC HALL,

situated between the Office building and the Saw Mill. This building was built in 1882, to replace the one destroyed by fire on the night of November 9th, 1879. It is divided into class rooms of different sizes, while on the upper floor is a large room for prayer meetings and other purposes. After spending an interesting half hour or so listening to the recitations of both the colored and Indian students—we will visit the

HUNTINGTON INDUSTRIAL WORKS,

an imposing brick structure, on the water's edge, the munificent gift of C. P. Huntington, Esq., President of the Chesapeake and Ohio Railroad. In this department we find not only colored and Indian workmen, but many skilled white mechanics. This is necessary, because of the demands made upon the works by outside parties for window-sash, door-frames, scroll-work, mouldings, &c. The lower floor is devoted to the manufacture and dressing of plain lumber; the second floor for circular sawing, scroll sawing, turning, &c., while the third floor is used as a store and drying room. The power is furnished by a Corliss engine—

presented to the School originally by the manufacturer; subsequently paid for by Mr. Huntington (whose generosity would not allow any one else to even have a share in the fitting out of the works), and the money given to the School. Mr. Albert Howe is business manager of this department.

We will now retrace our steps, and visit the "STONE" MEMORIAL BUILDING. - On our way we pass two frame cottages called "Marquand" and "Graves" cottage, respectively. These contain boys' dormitories.

THE "STONE" MEMORIAL BUILDING

was erected 1882, through the liberality of Mrs. Valeria Stone, of Malden, Mass., who gave \$20,000 toward it. We come first to the GIRLS' INDUSTRIAL ROOM and SEWING and TAILORING DEPARTMENT. Here all the mending and making of garments is done, and uniforms for the students are made. Here also can be purchased souvenirs of our visit to the institution—articles made by Indian and colored students—such as decorated pottery, paper knives, dressed dolls, needle handiwork, &c. Miss M. T. Galpin has general charge, and Mr. R. H. Hamilton is in charge of the Tailoring department. On the same floor we come to the KNITTING DEPARTMENT. Here the manufacture of mittens is carried on. The products of this department are all taken by a firm in Massachusetts.

We next visit the PRINTING OFFICE and BOOK BINDERY on the first floor also. Here we find a large cylinder press running by steam power; also two small

job presses. From twelve to fifteen hands are busily at work; mostly colored. But two Indians have thus far entered this department. One has graduated—the other graduates this year. A fair education and knowledge of the English language being necessary before they can learn the printing trade, is the main reason for there not being more Indians in this department. We also notice several veterans from the Soldiers' Home at the case, while the bookbinder also wears the uniform of Uncle Sam. This department is kept busy all the time. Here the *Southern Workman* is printed—also the *African Repository*, a quarterly magazine of the American Colonization Society, samples of which will be cheerfully furnished you. If you wish to subscribe for the *Workman*, you can leave your name (and dollar) here. The office is more than self-supporting, and is building up a good local trade. The office is in charge of Mr. C. W. Betts. The upper floors of this building are used for boys' dormitories and are of no especial interest to the visitor.

Facing the "Stone" building is the

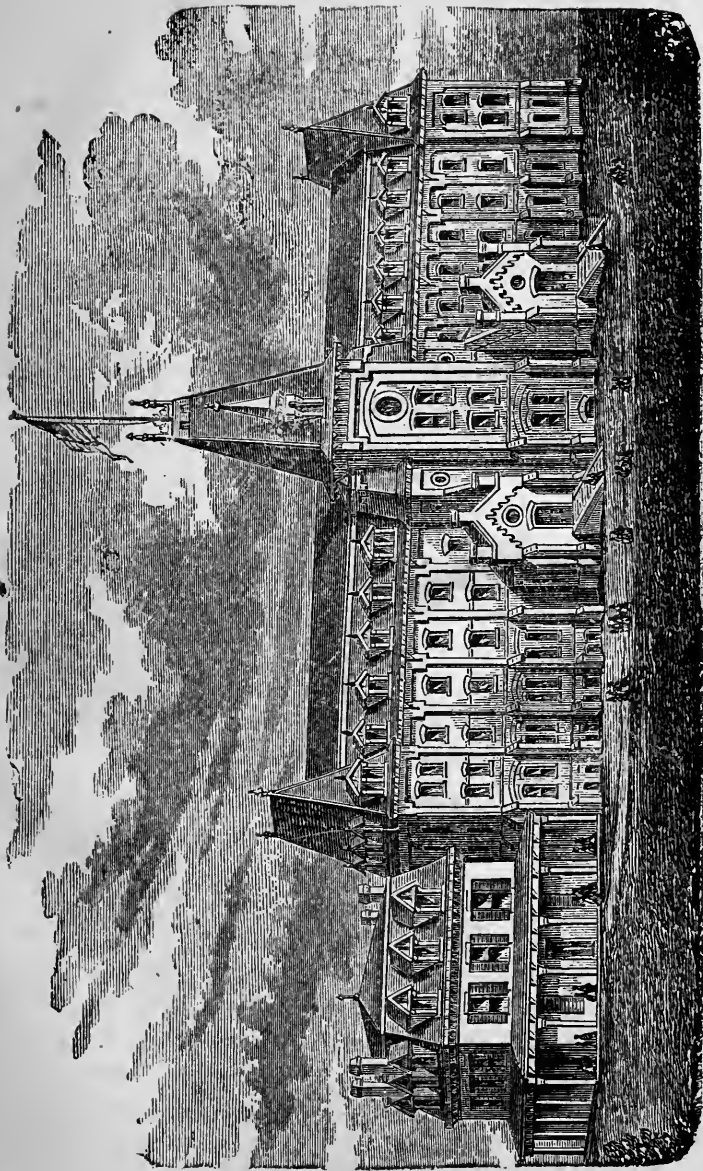
"WIGWAM,"

built in 1879; this is for Indian boys.

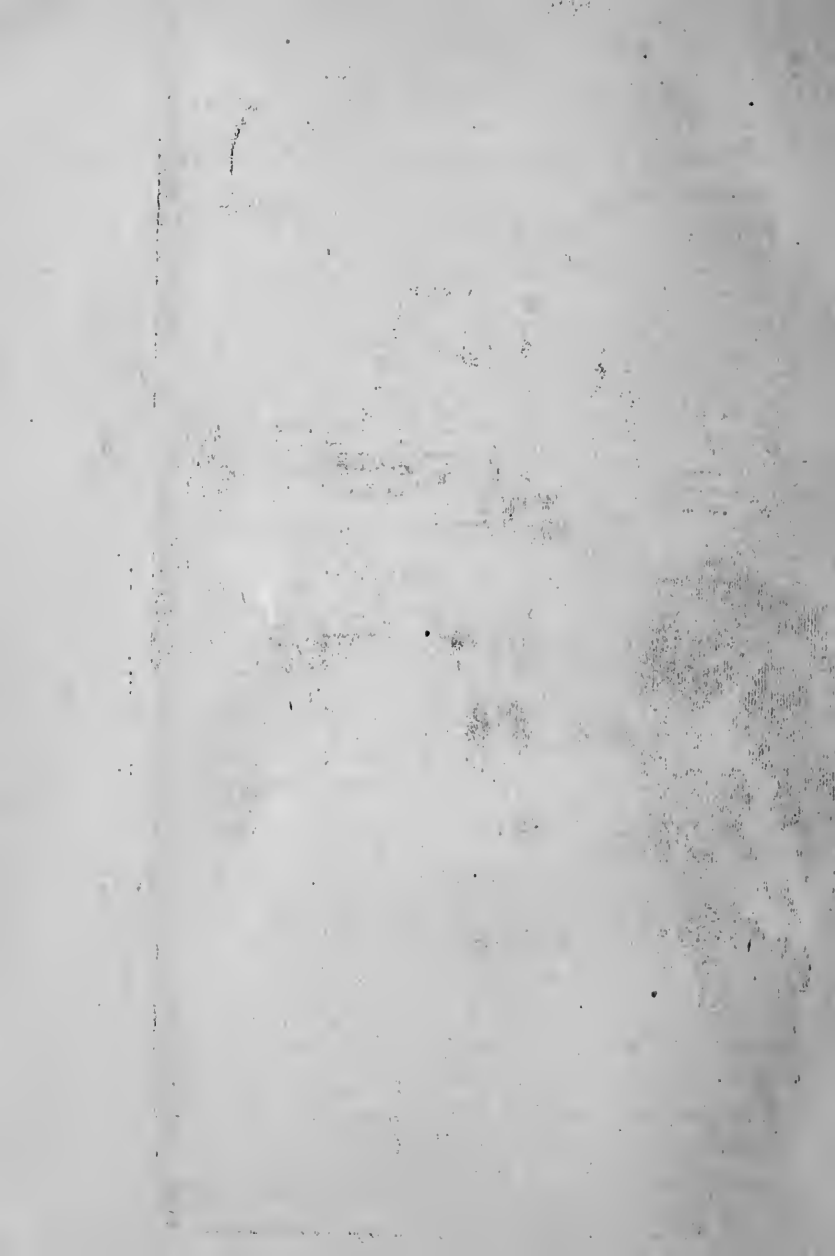
A short distance from this building is the

BARN.

This is a large frame structure, built in 1873. Here can be seen short-horn and Alderney stock; Morgan and Percheron horses, milch cows, swine, poultry, &c., also a large silo. The view from the top of the Barn is very extensive, and well worth the effort of climbing.



VIRGINIA HALL.



The entire farming department is in charge of Mr. Abert Howe.

We next visit the

INDIAN TRAINING SHOP,

situated in the rear of the Barn, on the corner facing the main road to Hampton and Old Point. On the first floor are the HARNESS and TIN SHOPS. The second floor is occupied by the SHOE DEPARTMENT. All of these departments are working on Government contracts.

In an adjoining brick building is the WHEELWRIGHT and BLACKSMITH SHOP, while the CARPENTER SHOP is in a long one-story frame building, connected by a board walk with the tin and harness department. The PAINT SHOP is also in this department. Mr. J. H. McDowell is in charge. The buildings were finished the first of the present year.

But two more buildings remain for inspection :

"WINONA LODGE" and VIRGINIA HALL.

The former we will visit first. It was built in 1882, and is intended for Indian girls exclusively. After inspecting the neatly kept rooms, and having a romp with a couple of genuine papposes (whose fathers were so anxious to obtain an education that they brought their wives and babes with them), we enter VIRGINIA HALL by an enclosed walk, and proceed to the front porch, where we witness the marching of the students to dinner, headed by the School Brass Band of 16 pieces. (By way of parenthesis we would state that the Band only accompanies them on Fridays.) After all

the students have filed into the large dining room, we enter with the rest of the visitors. At the tap of the bell all is silence, until, at a signal, the whole school join in singing a hymn of thanks. After which, at the tap of the bell, the students are seated, and are soon doing ample justice to the abundance of healthy and nourishing food that is placed before them. This building is 190 feet front by 40 feet in width, with a wing running 100 feet to the rear. In the basement is the Laundry, Bakery and Commissary department. The first floor contains the students' and teachers' dining rooms, &c. The second and third floors contain the rooms of the teachers and colored female students. Teachers' and students' parlors are on the second floor; and a large, well lighted chapel, capable of accommodating 800 people, is on the third floor. Virginia Hall was built in 1874, chiefly through the efforts of the "Hampton Students," in a three years' singing campaign. It is the largest and handsomest building on the grounds, and contains every convenience.

In the rear of Virginia Hall is the BOILER and GAS HOUSE; the former supplies the heat for Winona Lodge and Virginia Hall; the latter furnishes gas for all the principal buildings on the place; having a capacity of 5,000 lights. This department is in charge of Mr. J. B. H. Goff.

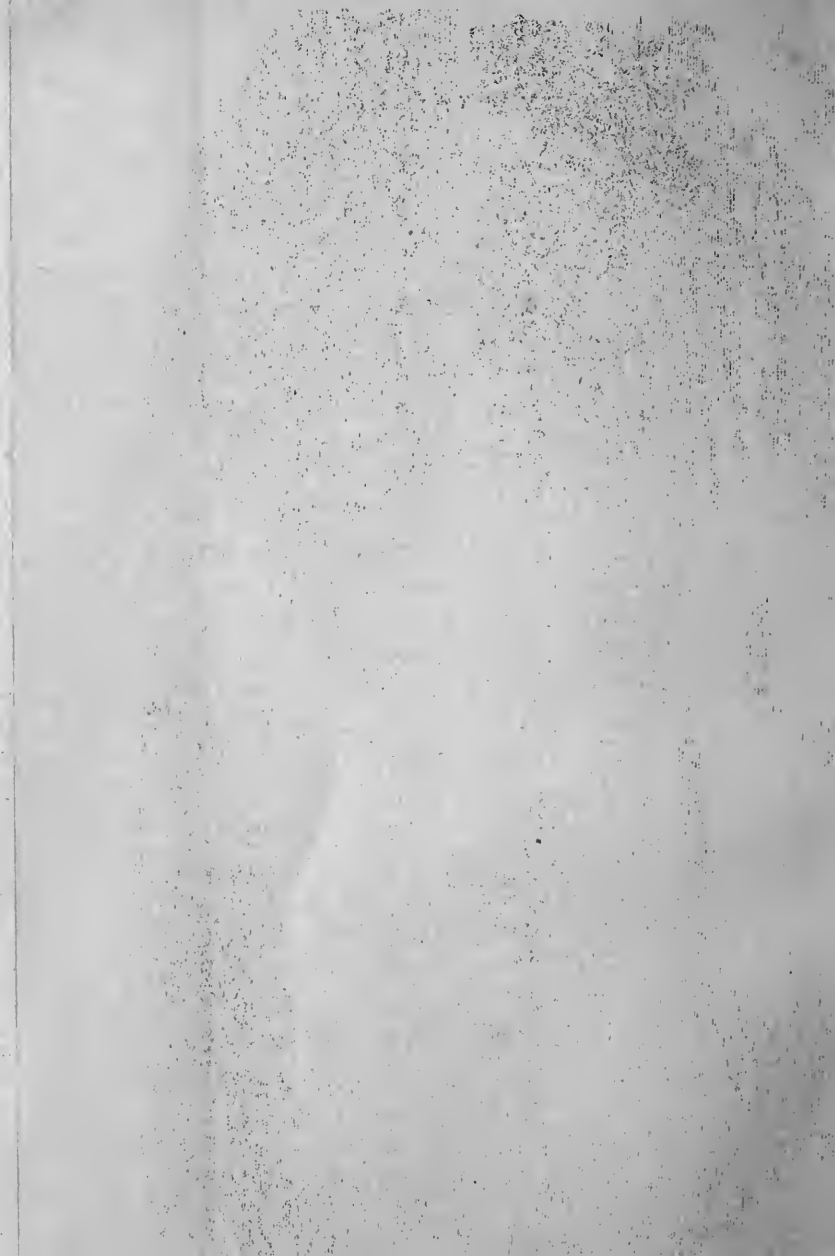
We next drive to the

"BUTLER" SCHOOL HOUSE,

which is at the entrance of the School grounds. This is a large frame building in the form of a Greek cross.



BUTLER SCHOOL.



It was built by order of the Government during the war as a school for contrabands, and was named after General Butler, who was then in charge of affairs at this point. It is now used as a day school, and is maintained by the county for six months in the year, and for three months by the Normal School, which supplies its teachers. The best time to visit it is about 12.30 P. M. There is kitchen garden drill and singing from 12:30 to 1.30 P. M., on Mondays and Wednesdays.

It might be pertinently asked here, who is the head of this vast and complete system of training, not only for the head but the hands also. The prime mover in the matter, and the life and soul of the Institution, is the Principal, General S. C. Armstrong, through whose indefatigable and tireless energy the School has grown to such proportions as to challenge the admiration and gratitude of all who are interested in the two races for whom it is designed. The financial concerns of the Institution have been well taken care of by the Treasurer, General J. F. B. Marshall, and the general business details are looked after closely by Mr. F. C. Briggs, the Business Manager, while the various departments are presided over by skilled and competent workmen.

There are two new buildings now under way: a GYMNASIUM and MACHINE SHOP. The latter is now in the basement of one of the cottages. In this department is done all the steam and gas fitting and general repairing of machinery on the place, under the supervision of Mr. J. B. H. Goff.

The bricks used in all of these buildings were mostly made on the School grounds by students.

Having hastily inspected the workings and progress of this famous institution, we enter our carriage and are driven along a level shell road for about half a mile, passing on our way several modern dwellings, but the majority are one and two-story frames. Some few of them bear the stamp of *ante-bellum* days, but many of them are neat looking, and the gardens in front kept in good order. Just at the turn of road we pass, on our left, the old Tyler mansion, the former country residence of the ex-President; and soon come to the BRIDGE spanning the Hampton river. The location of the bridge has been moved a little beyond where the old bridge stood, which was burned by Gen. Magruder; but some of the old posts are still standing, which can be seen at low tide. Over the bridge we are fairly in the town of Hampton, a brief sketch of which we will now give.



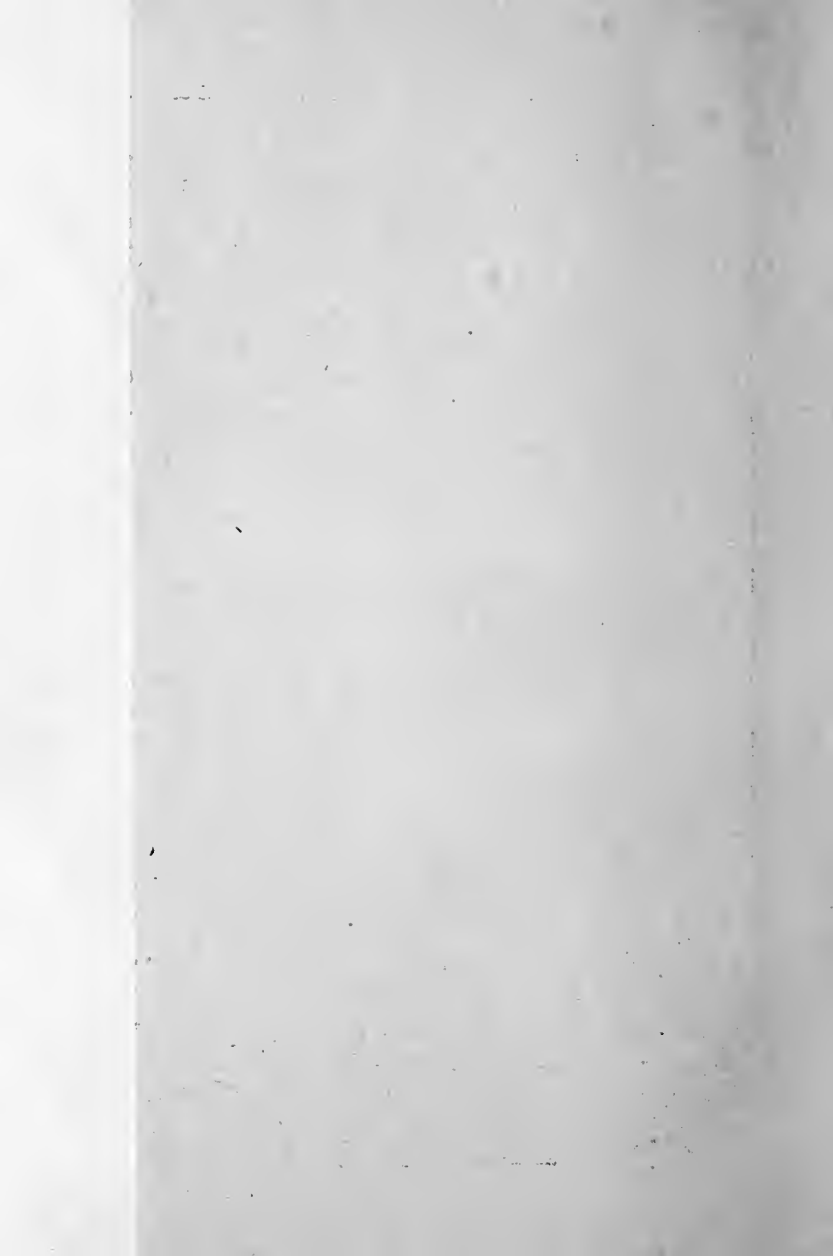
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STREET SCENE, SLABTOWN.



HAMPTON.

When the renowned Captain John Smith first visited the site of the present town of Hampton, he found it but a small village, containing about eighteen houses, covering but three acres of ground. It was then called *Kecoughtan*, after a small tribe of Indians, who at that date numbered but about twenty warriors. Here he and his little party stopped on July, 1608, and were entertained by the natives, before starting on their voyage of exploration up the Powhatan.

“The town was settled by English as early as 1610, although its modern name was not bestowed upon it till a much later date. About 1620 a frame structure for worshiping in was erected on what is known as the “Pembroke” farm, about three-quarters of a mile from the present site of St. John’s Church, on the same road. Many of the graves can still be seen; one of which, that of an English admiral, dating back to 1696. This should be a sacred spot, not only to every Virginian, but to everyone interested in anything that pertains to the early settlement of our country. In 1634 the village was erected into a parish under the incumbency of the Rev. Mr. Bucke, for whom a church was erected by the settlers. This church, falling into decay, was replaced between the years 1658 and 1660 by

the Church of St. John, which is still standing. The records of the vestry extend back to 1751. It is stated on good authority that the bricks used in the building of this church were brought over from England by the colonists, and although the old structure has passed through so many and varied experiences, yet the "walls of Zion" have withstood the violence of man's wrath, and the heat of the raging fire, and to-day within them, as in years gone by, the hymn of thanksgiving is heard ascending, and the word of the Lord is expounded, not only to our own race, but also to the descendants of the aboriginal races of our continent. During the war of 1812, the church was occupied by the British forces, who used it for various purposes, and left it a mass of ruins. It was restored and consecrated by Bishop Moore, in 1834, and it seemed as though its tribulations were passed. But, at the beginning of the Rebellion, it was set on fire by the Confederates, and burned to the ground; but still the old walls held firmly together as though in defiance of anything that man could do to them. To test its strength still more, excavations were made under every corner of the building for the purpose of finding the corner-stone, and thereby getting any valuables that might be secreted therein. Whether the efforts of these vandals were successful or not the writer does not know. The oldest known grave in this churchyard is 1701.

In 1705 the settlement was incorporated into a town under the name of Hampton; and in the later colonial days was a place of some importance for the shipment

of produce and the importation of British goods and manufactures. In a work called "Notes on Virginia," published in 1794, by Thomas Jefferson, in answer to the query, "Which are the principal towns of Virginia?" Hampton is mentioned in connection with Norfolk, Richmond, Petersburg and other towns—thus proving that it must have been a place of some importance.

We doubt if any town or village of the same size has passed through so many and varied vicissitudes as the town of Hampton. "One of the earliest engagements of the Revolutionary war was the successful defense of the town by the inhabitants, aided by a rifle company, against the boats of a British fleet, in October, 1775. In 1813, the town was less fortunate, being attacked by Admiral Cockburn and Sir Sidney Bechtwith, with a flotilla of boats, and captured after a short but decisive action. On this occasion the place was given up to pillage, and the inhabitants who had been unable to flee were subjected to most shameful indignities and barbarities. Even the British commander was moved to indignation at the excesses he was unable to prevent; and answering a congratulatory letter from his commanding general at Norfolk, deprecated all praises of his achievement, with the forcible and striking remark, 'Worthless is the laurel that is steeped in woman's tears.'"

Again, when the war of '61 broke out, was Hampton destined to still further disaster. The creek upon which the town stands was for a while the dividing line between the Union and Confederate forces; the

latter occupying the western, the former the eastern side. In August, 1861, the Confederate forces, under General Magruder, numbering about seven thousand men, with eight pieces of artillery, were stationed on Back river, about three miles from Hampton. His intention was to force an engagement upon the Union soldiers stationed here or at Newport News; or at least to destroy the town, and thus prevent its being used by Gen. Butler's men as winter quarters. The latter he was successful in doing; as not only every house but one was destroyed, but the long bridge spanning the creek was burned also. This action on the part of Magruder was unwarranted, and caused much comment. In "*Harper's History of the Rebellion*" we read: "The circumstances incident to the conflagration were every way disgraceful to the Confederate commander. No warning was given, and helpless non-combatants were aroused from their beds at midnight to look upon the destruction of their homes." This was on the 7th of August, 1861.

And so a curse seemed to follow the locality where the first slaves were landed, till, in God's own time, by the mighty voice of war, the incubus was lifted. It seemed fitting that here where the Negro first felt the bitterness of slavery he should also first taste the sweetness of freedom and liberty, for the famous "order" that made him "contraband of war" and thereby virtually gave him his liberty, was issued by Gen. Butler in May, 1861, from the camp at Fortress Monroe.

Another fact, not generally known, is, that in the year

1676, while Virginia was under the dominion of Charles II, an edict was passed by the Burgesses of Stafford county declaring that "All Indians taken in war are to be *held and accounted slaves for life*. This, the first legitimate attempt to reduce the native Indians of Virginia to slavery, may help, perhaps, to explain the eagerness of the colonists for offensive warfare." Thus in the neighborhood of the birthplace of slavery in the new world the representatives of these same races are now enjoying the liberties and blessings denied them for so many long years.

For sometime after the close of the Rebellion but little notice was taken of Hampton. Its population was mostly colored, whose chief occupation was fishing and oystering. But soon a change came; with the establishment of the institution, wherein the once down-trodden races could have and enjoy the same privileges as their more favored white brethren, the designs of an All-wise Providence seemed to have been fulfilled; and since then the place has been improving—slow, to be sure, but nevertheless marked. Many of the old houses are giving place to more modern looking buildings; trades and manufactures are looking up; Northern capital is finding its way here, and Hampton seems to be on the road to a prosperous future. A railroad on the outskirts of the town connects it with Old Point and Newport News—a thing that the most sanguine inhabitant of the place ten years ago would not have thought possible. An hourly line of chariots run between the town and Old Point, from 6 A. M. to 8 P. M. Fare each way 10 cents,

The town contains about six thousand inhabitants; the majority of whom are colored. There are two principal streets; the main one, which the bridge opens on, being called Queen, and a cross street, about the centre of the town, which is called King. There are many other smaller streets, but the principal business houses are on these two. Old St. John's Church stands on the right side of Queen street, a short distance above King. Visitors can visit the church at any hour of the day: If it is not open, the key can be obtained from the sexton, who lives but a few doors away. On the latter street is the Post-office and Court-house, for this is the county seat of Elizabeth City county. On this street, a short distance from Barnes' Hotel, is also standing the only house that withstood the conflagration of August '61. It is a large old-fashioned, substantial-looking brick building, with high steps in front. There are both white and colored Baptist and Methodist churches in the town. There are two hotels—Barnes', on King street, capable of accommodating 100 guests, and Hotel Comfort, on Queen street, a short distance from the bridge. These are both pleasant houses, and the proprietors and attendants obliging and courteous. As we drive through the town we see many things that still remind us of the days "befo' de wa'." The tumble-down shanties on some of the back streets, with the sable, happy-looking occupants sitting on the steps, contentedly smoking their pipe, or gossiping with their neighbors; the children, with as little clothing as the law permits, playing around; while the "never-to-be-

got-along-without-"dorg" is a necessary adjunct to put a finishing touch to the sketch, and the general rule is—the poorer the family, the greater the number of dogs. To one accustomed to the fine turnouts of our large cities, there is a peculiar attraction in the variety of equipages which are met. Happy is the man who is the fortunate possessor of a horse; but our colored brother does not disdain to ride behind a steer. Whether in a barouche, with a span of four, or on a box nailed upon an axletree, drawn by a miniature bovine, with one and a half horns, 'a ride's a ride for a' that," and on Saturdays we will see whole families in these conveyances coming into the town from the surrounding country, to do their shopping and see the sights. The steer is the Negro farmer's main dependence. He uses him for plowing, harrowing, &c., through the week, and rests him on Sundays, by hitching him to the cart and making him draw the family to church.

We will now turn our horses faces toward the Point, leaving the trip to Newport's News and other places for another chapter.



NEWPORT'S NEWS.

To reach this new and enterprising city, take the cars at Phoebus Station—near Old Point—or at Hampton. A ride of ten or fifteen minutes brings us to the end of our journey. If this is our first visit to the place, we may be disappointed; but, had we seen the place two, or even one year ago, we would appreciate the improvements made. The city is situated on a point of land at the mouth of the James River, overlooking Hampton Roads, about seven miles from Hampton, and received its name in commemoration of the good news brought from England, to the starving colony in the neighborhood.

It has never been a place of much importance, and it seems strange that, after a lapse of so many years, the beauty and natural advantages of the place should first be discovered and utilized.

The land upon which the city stands is owned by the Old Dominion Land Company, and about one thousand acres has been regularly laid out in streets and avenues, the principal ones being graded.

Many handsome brick and frame stores and residences have been built or are in course of construction, where two years ago there was only a single house and vacant lots. There are two fine hotels already opened

—the hotel “Warwick,” being one of the finest appointed houses in the South, capable of accommodating three hundred guests. But the beauty and value of the city lies in its immense water front. This is evident from the fact that, before a house had been erected, an immense covered wharf, 700 feet 6 inches long and 132 ft. wide was built. During the last year an immense coal pier—800 ft. long and 50 ft. wide—has been erected. This has two tracks in the centre, and one raised on each side; being constructed to move the cars by gravity. It is 30 ft. high, and vessels are loaded by twelve schutes from the cars. In the rear of this pier is an immense coal pocket, now nearly completed, 12,009 feet in length, 70 ft. wide, and 35 ft. high.

Another immense covered wharf is about finished, which is designed for the Old Dominion Steamship Company. This is 800 feet long and 162 feet wide, and will be used as a passenger pier. It is two stories high, and will be connected with a six-story grain-elevator, 385x90 ft., which will have a capacity of 1,500,000 bushels. The largest vessels can approach these wharves, at any time, there being a depth of 28 feet of water at low tide.

A line of steamers from Brazil stop here. These immense boats are of iron, with water-tight compartments, and are of 3,500 tons capacity. It is an interesting and exciting scene to witness the loading of one of these steamers.

A PARK is now being laid out which will extend along the entire water-front below the wharves. This, when finished, will be a beautiful and valuable addition to the city.

FORT WOOL, OR RIP-RAPS.

This is an unfinished fort, opposite Fortress Monroe, about $2\frac{1}{2}$ miles from shore, and was designed, with the latter place, to guard the entrance channel of Hampton Roads. It is built on an artificial island formed on a sand bank which, originally, was covered with seventeen feet of water. It can be reached in a very short time in a sail boat, and the visit will be a pleasant one.

Miscellaneous Information.

TO REACH NORFOLK AND PORTSMOUTH:—

Steamers for Norfolk and Portsmouth leave daily as follows: Washington steamer at 7 a. m., The Bay Line Steamer at 8 a. m., and the steamer Luray at 9 a. m. Visitors to the Navy Yard should land at Portsmouth. The Navy Yard is open to visitors at all hours of the day. Returning, excursionists can take the Luray at 3 p. m., from Norfolk, and at 3.15 p. m., from Portsmouth; the Washington steamer at 5 p. m., from Norfolk; or the Bay Line steamer at 5.30 p. m. from Portsmouth, and at 6 p. m., from Norfolk. The distance from Norfolk to Old Point Comfort is about 14 miles, or one hour by steamer.

MATHEWS, CHERRYSTONE, AND WARE RIVER.

The steamer Northampton leaves Old Point Comfort on Monday, Wednesday and Friday, at 9 a. m., for Cherrystone, on the eastern shore of Virginia—famous for its oysters, which are accounted among the finest in the United States—returning at 2 p. m.

On Tuesday, Thursday and Saturday, at 9 a. m., for Mathews and Ware River, returning at 4 p. m.

These steamers are first class in all their appointments, and the ride across Chesapeake Bay and Hampton Roads is delightful.

NEWPORT'S NEWS: Trains leave Phœbus Station at 7.45 a. m., 12.45 p. m., 3.20 p. m., and 6.15 p. m. Returning—Leave Newport's News at 11.15 a. m., 11.50 a. m., 5 p. m., 7.35 p. m.

Steamer Luray leaves Hampton for Newport News every Tuesday, Thursday and Saturday, at 6 p. m.

FARES:

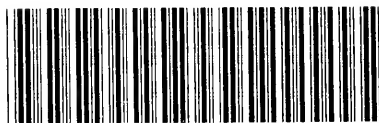
Mathews, Cherrystone, Ware River and return, . .	\$1.00
Norfolk and Portsmouth 50; round trip tickets, .75	
Fare to Newport News, (each way)30
Carriages per hour	1.50
Sail Boats per hour.....	\$1 to 1.50
To Hampton, Chariot Line, (each way).....	.10



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